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HISTORY OF CONEY ISLAND



LISTS AND PHOTOGRAPHS OF MAIN ATTRACTIONS

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« HISTORY OF CONEY ISLAND »

List and Photographs of

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HISTORY OF CONEY ISLAND.

IN the gloom of a moonless summer night, swishing softly through the inky sea under the propulsion of the gentlest of summer gales, which hardly filled the great, dim sheets of canvas stretching ghost-like from the outreaching spars, I, standing close to the silent figure at the wheel, saw far across the restless black expanse, a glow-worm shimmer on the Atlantic Coast. Beyond it, pallid on the sky, was the overglow of a great city. But this glow-worm, which shone with steadier glare, lay low upon the sea line, and from its narrowing tail, from time to time, there rose a fountain of green and crimson and golden fire which hung above it in the lazy air. And when I, curious, turned to the gaunt seaman at the wheel, and asked what it was that shone there, like the phosphorescent gleam in the swamps of the southland, he replied in a tone that betrayed all the sailor man's contempt for a landlubber's inevitable ignorance : "Coney Island."

So that was Coney Island—the real Coney Island of whose fame the land was full; of which no small boy from the Canadian border line to the Mexican frontier, from the coast we were then paralleling to the Pacific's sleepy surge, had not heard and had not dreamed. It was Coney Island idealized. Coney Island with all its mad music softened by distance, for as we on a landward reach closed in to the shore, there came on a fitful summer wind snatches of sound that were real melody—it was Coney Island the beautiful.

Later when I came to know this little island better I, who had fallen in love with it when it seemed to me only a pearl in the ebon setting of the night, grew to be fond of it for its own mad, noisy, gaudy, honest, human sake. For of all places in which all that is best and all that is worst, all that is gayest and all that is saddest, in the make-ups of man manifest themselves, there is surely no place like this wonderful summer resort that hangs, a pendant from the proudest and most populous city of the world.

To those visitors to Coney Island, who see it but for a day, and then depart to homes far distant from it, the memory of what they have seen and what they have heard, must be indeed a weird, and most confusing fancy. At either end of this island fashion finds a most acceptable summer resort. But it is the wonderful Bowery section, sandwiched between Sea Gate, with its costly cottages, and Manhattan and Brighton Beach, with their exclusive hostelries, that has given to Coney Island its real and unique character.

There the visitor throws convention to the winds and downs prudence with a glass of beer. There every man and every maid, every grey beard, every aged beldame, and every toddling infant works at being merry; for the Coney Island pleasure-seeker puts into enjoyment more of physical exertion than would be seen in any other place compatible with a civilized conception of what enjoyment really is.

Life is strenuous on the Bowery. It is no place for the weak-hearted or the languid. It is a hurly-burly of mirth, a wild, nerve-trying, rude and uncouth pandemonium of laughter. The thing that is furthest from reason, that laughs loudest at the laws of gravitation, is the thing that takes with the Coney Island crowd. To stand any man on his head, whirl him, breathless, through the air, to roll him and roast him, to blow away his hat, and to trip up his feet, and make his eyes bulge and his ears ring, is the object sought by a thousand competitors.

But Coney Island has a life that runs along with all this, and yet is a different life entirely. All this wild frolic is serious business to thousands to whom Coney Island is a home in the bleak winter as well as in the gay summer. They have their own story, separate and distinct from that of those with whom they come in touch, when the sky is blue and the spray glistens in the golden sunshine.

Coney Island's story is a long one; longer perhaps than that of many cities which now consider themselves among the ancients of the American Continent. The white man's foot touched it centuries ago.

Narrioch was its Indian name. How long it had been known to the Red men by that title none of them ever told, but probably as it lay there, the strip of glistening sand, with the blue waves curling over its outer edge and the marsh creeks lazily lying at its back, tufted in summer by green sedge grass, frosted in winter by the pure white snow, it had attracted by its beauty some wandering tribe of early Aborigines who had given it its pretty Indian name, because it was ever in the sunlight—for Narrioch means shadowless.

At any rate thus it was named when Verrazzano, one of the early Portuguese explorers of our Atlantic coast, first set foot on it some time between 1527 and 1529. He was the first white man who ever "went to Coney Island." Verrazzano did not tarry long on the island, and for more than half a century it was left unnoticed.

Then the good old Dutch ship Half Moon, with its bold English skipper Henry Hudson and his crew of many pantaloons and long pipes, seeking the Northwest Passage which they believed would take them to the rich island of the Orient, touched before entering New York bay in 1609 at the little island, and it is recorded that the master and his sailors landed somewhere near Norton's Point and he conversed with the Indians upon the beach.

There were two tribes which at that time claimed possession of the island—the Canarsies and the Nyacks. At that early day what is now Coney Island was not.

the mint that it now is. It consisted of several smaller islands, separated by creeks, and one peninsular running out from the mainland, which the Dutch later called Conynge Hook.

CONYNGE HOOK.

They gave to the islands the name of Conynge Island, which was at the western extremity of Pine Island and Guysbert's Island. The last of the isles took its name from Guysbert Op Dyk, to whom Governor Kieft of New Amsterdam first presented the land. Guysbert, a thrifty Dutchman, confirmed the grant of the Governor by an odd conveyance, regularly executed by the Indians who claimed title, and who surrendered it for a pound of shot and a few other trifles. His purchase of the property from the old Sachems was the first real estate deal of record on the island.

Guysbert was not to remain without claimants to his sea-washed estate. Lady Deborah Moody, who had been driven from Salem by the Puritans there because of her adoption of the religious principles of Roger Williams, founded an English settlement at Gravesend, and the Anglo-Saxon land hunger soon caused the settlers to cast covetous eyes upon the Island. At that time they were held under title from the Dutch West India Company of Amsterdam, and were in possession of one De Wolf, who had taken advantage of natural conditions and established a salt works, which, by the way, was the first manufacturing industry within the limits of what is now Kings County.

Governor Kieft had been succeeded by another Dutch representative, the sturdy Stuyvesant of the wooden leg, and old Peter, in his stronghold in Manhattan Island, had love neither for the Dutch West India Company, which interfered too much with his administration, nor its Coney Island patentee, De Wolf. Of this political condition of things the English settlers were not slow to take advantage. They had been pasturing cattle on the rich sedge grass of the island, and they objected very much to De Wolf's exclusion of their beasts. So they attacked the salt merchant and several times nearly succeeded in burning his house. He was not a man, however, to stand tamely to be despoiled of his lands, and, although his protests to the Governor were disregarded by that old gentleman, he managed to maintain his rights by force until such time as Stuyvesant and all the Dutch functionaries were compelled to surrender all the Dutch territory to their English rivals, and Governor Nichols, the agent of the restored King Charles, in 1668 gave Coney Island to the town of Gravesend.

The good townsmen held the island in common and passed laws governing its use and care. It was forbidden in 1677 by town ordinance to plant anything but Indian corn, grain and tobacco. Later there were regulations passed prohibiting the cutting of sedge grass or of timber, and for many years the island remained a pasture land and a picnic ground for the people of Gravesend. Once, during the

war between the Indians and the Gravesend settlers, the hostile Redskins, unable after several efforts to carry the palisades which had been built about the village, retired to the island and killed all the cattle they could find.

In 1685 Governor Dongan confirmed the grant of 1668, and the townsmen, following the example of their predecessor, Op Dyk, paid to the Indians a few trinkets for a deed which is still among the old records. The island was then divided into about 40 lots, which were distributed among the settlers of the town, and these were held by various families until 1734, when they all passed into the possession of one Thomas Stillwell. In the meantime the ocean had been at work reshaping Coney Island and preparing it for the use to which it has been put in our day. Year after year the sea threw up sand, closing up the creeks which had cut the island into sections, and whitening the sands of the beach.

Thomas Stillwell, having obtained possession of the property, assisted nature by cutting a ditch through Conynge Hook and separating it from the mainland. He did not do this entirely at his own expense because he persuaded the people of Gravesend and Jamaica that the canal he proposed would offer an inland passage for the country truck which the farmers on the shore of Jamaica Bay were then shipping to New York by means of the dangerous outside route. That canal became known, and even till this day is known by some of the old Gravesenders, as the Jamaica ditch, and it was the last touch in fashioning of what is now Coney Island.

Still it was a savage place, this little island at the Atlantic's edge; still the sedge grass grew upon it and parties from Gravesend with baskets heavily laden with things to eat and drink picnicked in the woods. It was not until early in the last century that the town of Gravesend resolved to construct a road to Coney Island and the old Shell Road was the fruit of that resolution. Then a few years later Gravesend and Coney Island Bridge Company was incorporated, and for the first time in all the centuries an artificial connection between the main land and the island was established. In the year 1829 the first of the thousand hotels which now crowd the island was built. It was known as the Coney Island House and was prosperous from the very beginning.

In 1830, Coney Island figured in a tragedy of the sea which stirred the civilized world. It was the tale of the brig Vineyard which formed the burden of many a deep sea chanty in the generation of deep sea men that followed. The Vineyard was a stout ship when she cleared from New Orleans to Philadelphia, comfortably laden with a cargo of tobacco, sugar cane and carrying in her strong box her most valuable freight, \$54,000.00 in specie. Her voyage was an uneventful one, until she arrived off Hatteras, that dreaded cape, upon which so many stout vessels had been driven before furious gales.

It was not, however, perils of the elements which threatened the brig, but the greed for treasure bred in the breasts of her crew. Most of them had been ignorant of the precious contents of the captain's cabin, but the secret had become known

in some way to the negro steward and he whispered it from man to man, until the dreams of riches untold maddened the sailors. Four of the crew entered into a conspiracy with the negro to slay the captain and first officer and take possession of the ship's treasure. The captain was stricken down with a capstan bar as he stood near the wheel, and the first officer was killed in the cabin defending his trust to the last. Their bodies were thrown overboard and the ship was sailed to the Long Island coast. Twenty miles out to sea she was abandoned by the crew of mutineers and pirates, and in two small boats, one containing \$31,000 and the other \$23,000. The robbers with their booty made for Pelican Beach. While still out of sight of land a squall overtook them and one of the boats with its valuable contents and crew went to the bottom. The pirates in the other craft managed to save themselves, only at the expense of a large part of their booty, as they were compelled to lighten their boat by throwing all but about \$5,000 overboard. With the little money still in the boat they finally reached shore and there they buried the price of so much guilt, marking the spot with knots in the sedge grass above it.

They spent that night in the house of a farmer and following day started to New York. In a tavern in Sheepshead Bay one of them, who had been forced by threats of murder to take part in the crime, betrayed his fellows and all were arrested. The money they had stolen was discovered by the farmer whom they had lodged with, but it soon passed from his hands, most of it being washed away by the sea which swept over the sand in which he in turn had placed it.

Fourteen years after this tragedy, 1844, the first attempt to make Coney Island a popular resort was made by Eddy & Hart, who constructed the Coney Island Pavilion and later Wyckoff's Hotel. What was considered those days "crowds" flocked to the resort and the goodly people of Gravesend were shocked at the holiday spirit which manifested itself among the frequenters of the place. Dan Morrell was the toll gatherer of the Shell Road those days, and when it was reported that on a fine Sunday he had taken toll from over three hundred vehicles on their way to the island, chills ran down the virtuous Gravesenders' back and they cried out it was a shameful breach of the Sabbath peace.

In the early days of Coney Island, it was not laid out as you see it to-day. Surf Avenue was but a heap of sand hills, and no one had dreamed of that since famous thoroughfare known as the Bowery. It was in 1883 that the fire fighters of Coney Island had their first unwelcome work, when seven houses in "The Gut" went up in smoke, and the desperate energy and reckless valor of the Fire Department would have been in vain had not a merciful change in the wind served to prevent the destruction of Coney Island thus early in its career. In the nine years that followed there was no fire of importance, but on January 7, 1892, when the winter sleep hung heavy over the desolate beach, in the early morning hours, the fire alarm sounded. This fire started in Chamber's drug store, on Surf Avenue near West 8th Street, and before it was quenched it had wiped out Paul Bauer's original hotel.

Two years later fire broke out in the West End, and the property owners' loss was estimated about \$150,000. In the following spring the fire fiend robbed Coney Island of its wide known elephant.

The spring of 1899, six years later, was the "Bowery Fire," which laid a large area in waste and wiped out some of the old landmarks.

The late fire is one still fresh in the minds of all within hundreds of miles of Coney Island.

While the fires referred to caused the loss of many lives, resulted in the loss of many homes and wrecked many fortunes, it tended to improve the moral condition of Coney Island, and to-day with the new and improved buildings and parks erected, the large fortunes invested by our leading citizens in its amusements, it is the largest amusement resort in the WORLD.



OLD CONEY ISLAND

DREAMLAND



THE massive tower rises far into the heavens. It is the most conspicuous structure for miles around, and can be seen at a distance of fifty miles. It rises to a height of 375 feet and at night will be brilliantly illuminated by 100,000 powerful electric lights. It is said that the towers at the World's Fair, Chicago, and at the Buffalo Exposition do not compare with it in architectural beauty.

W. H. REYNOLDS, PRES.

DREAMLAND

RIGHTLY described as the "Gibraltar of the Amusement World," has risen out of the sands of Coney Island. It is one of the most stupendous and costly amusement resorts ever promoted in the world. In its plan, scope, and the magnitude of its amusements, "Dreamland" has been constructed at a cost of over \$3,500,000. Two thousand skilled mechanics having been employed night and day many months. Truly it is an architectural triumph. At night it presents a scene of fairyland, all the buildings, statuary and surroundings being pure white and illuminated with more than a million electric lights.

Rising almost four hundred feet above the sea level is the massive tower—the landmark and principal feature of "Dreamland"—lighted from foundation to summit by incandescent lights, so that it can be seen fifty miles out at sea. It has two elevators to carry visitors to the top, where a magnificent view can be had of the ocean and surrounding country for miles.

It is the first time in the history of Coney Island amusements that an effort has been made to provide a place of amusement that appeals to all classes. One thing that strikes a visitor in making a journey round the park is that there is not one step in the place; all the walks are level, or inclined, and none are less than fifty feet in width. The park being so laid out that there is no possibility of congestion of the crowds, 250,000 people can see everything and move around without fear of congestion.

Among the attractions of Dreamland will be Bostock's animal arena, a military department in which all features of warfare are shown, and scores of illusions. One of the most attractive of these is a girl hypnotized and moving about through the air over the heads of the spectators. "The Chilkoot Pass" is a human bagatelle in which visitors slide down through a labyrinth of obstacles landing in pockets having numbers. The one who gets into the pocket with the highest number carries off the prize. Then there is the "Funny Room," "The Fishing Pond," conducted by Andrew Mack; the Venetian Building, "Coasting Through Switzerland," in which one floats about among the snow-capped Alps in a delightfully cool atmosphere.

"Fighting the Flames" is a most realistic reproduction of a city fire, in which there will be real flames and firemen and no end of excitement. There is also a Japanese pavilion showing real life in Japan. Not far away is the "Leap Frog Railroad," something entirely new, where two trains seem certain to meet in collision, but unexpectedly one leaps over the other and traffic is not interrupted.

There is also an air ship building, in which will be seen Santos Dumont's air-ship No. 9, in which frequent trips are made out over the ocean. There is a duplex steel shoot the chutes, and on the old iron pier has been built a large ballroom, with a restaurant adjoining. Added to these attractions are the "Midget Village," populated entirely by little folk: the Pompeiian Building, in which is shown the "The Fall of Pompeii," a realistic display that cost \$200,000 to install. There is a submarine boat in operation, from which passengers may get a view of the bottom of the ocean; a scenic railway; a baby incubator; Miss Marie Dressler as a vendor of peanuts and popcorn; Peter F. Dailey, introducing a Parisian novelty; music and the many other attractions, all of which with the above are described in detail on the following pages.

DREAMLAND

BOSTOCK BUILDING

Frank C. Bostock, the Animal King. Consolidation of his gigantic European and American Shows.

INCUBATOR BUILDING

The largest incubator ever erected, which will interest physicians and the public alike. Many infants will be developed and nourished under the care and skill of a noted physician with a corps of nurses.

DOG AND MONKEY BUILDING

Wormwood's Dog and Monkey Circus.

SCENIC RAILWAY BUILDING

L. A. Thompson's noted Scenic Railway.

THE POMPEIIAN BUILDING

E. C. Boyce's Fall of Pompeii.

MIDGET VILLAGE

The Midget Village employs 300 liliputians. It is a bit of old Nuremberg in the fifteenth century reproduced. There will be a liliputian theatre and circus, fire department, quaint houses and a hotel.

SUBMARINE BUILDING

E. C. Boyce's Submarine Boat.

JAPANESE BUILDING

Japanese tea house. C. E. Boyce's air-ship. Louis Man's seven temptations of St. Anthony.

FIGHTING THE FLAMES

Four thousand people fighting the flames.

TRIP THROUGH SWITZERLAND

Coasting through Switzerland is a magnificent device and is one of the largest buildings on the grounds. It has a panorama of vast dimensions. Over the snow-peaked Alps, through valleys and dales the cars will run through scenes of beauty and grandeur.

VENETIAN BUILDING

"The Canals of Venice" will take visitors through the most beautiful parts of Venice, which has been reproduced in all fidelity, showing among other points of interest the famous "Bridge of Sighs."

FISHING POND BUILDING

Fishing Pond, conducted by Andrew Mack, the popular Irish singing comedian, in which there will be live and mechanical fish.

THE HAUNTED SWING AND FUNNY ROOM

Do not miss them.

CHILKOOT PASS

Human Bagatelle Board.

BEN MORRIS AND HIS WONDERFUL ILLUSIONS

OUR BOYS IN BLUE IN CAMP AND ACTION

MARIE DRESSLER

The well known actress, will have small boys in the costume of Mephistopheles, selling popcorn and peanuts.

PETER F. DAILEY

Late of Weber & Fields, introducing a Parisian novelty.

In addition to the above, the management offer many free shows to keep the public entertained for hours.

DREAMLAND

“FIGHTING THE FLAMES” will afford a realistic and thrilling scene of a fire department in action. In the vast expanse of ground a square of a city has been built, showing houses and streets with a hotel in the foreground. Four thousand people will be employed in this scene. The fire apparatus will include four engines and hose wagons, and extension ladder truck, a water tower, and ambulance and a battalion chief’s wagon.

The firemen are recruits from the fire departments of this and nearby cities and know their business thoroughly.

Upon the ringing of the alarm the men will leap from their beds and slide down the brass pole, the horses will rush under their harness; the men will mount the engines and hose wagons and out they will go on the run.

The fire scene will show the hotel in the foreground on fire in which are a number of inmates. The flames, discovered on the first floor of the hotel, cut off their escape. The populace throngs the square, shouting and gesticulating; the engines arrive, then the water tower, hose wagons, extension ladder truck, the battalion chief and an ambulance, which runs over a man in its race of relief.

The flames creep up to the next story; streams of water are thrown upon the burning hotel by the engines and the water tower; the inmates at the windows are driven from story to story by fire and smoke.

When they reach the top floor an explosion is heard, and the roof of the building falls in. The extension ladder is raised. The firemen mount with scaling ladders and one by one the fear-stricken people are brought to the ground. The engines continue to play upon the building until the flames are extinguished.

DREAMLAND



FIGHTING THE FLAMES

DREAMLAND

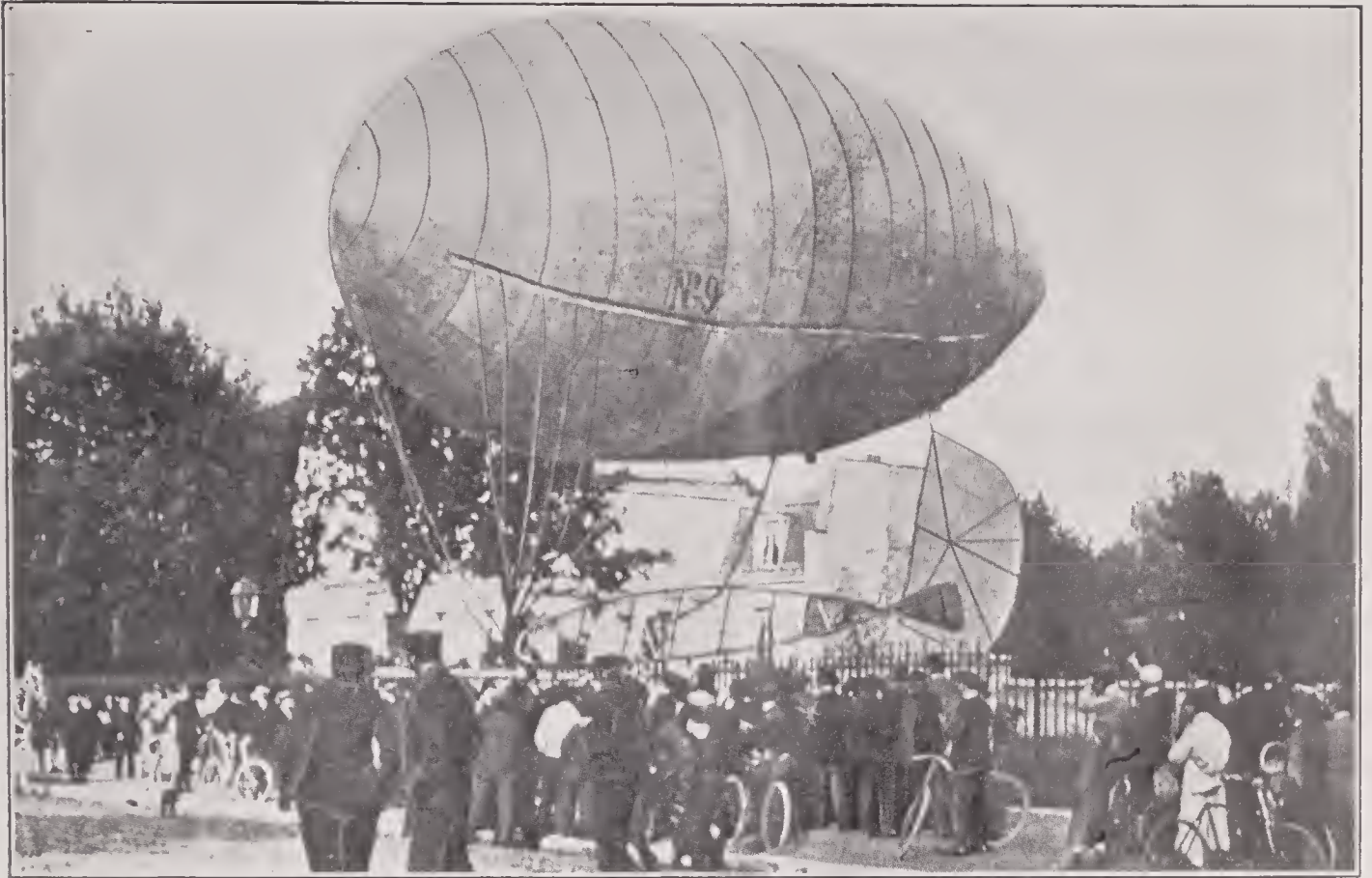


FALL OF POMPEII

THE Fall of Pompeii is graphically told in a great building erected specially for the purpose of illustrating that historic event. The celebrated tragedy in history is reproduced with gorgeousness heretofore unattempted in similar productions. The display in its entirety represents an investment of more than \$200,000. It is designed to represent the beautiful Italian city just previous to and during the terrific eruption of Vesuvius, A.D. 79, with scenic and mechanical equipment coupled with a most extraordinary electrical display; the burning of the city by the molten lava from the historic volcano, is illustrated. The lighting effects are said to be the most costly and elaborate yet devised. The scenes throughout the entire city of Pompeii, from daylight to dark, is beautifully reproduced. Special Italian artists under the direction of Messrs. Gates and Morange, have been engaged more than a year on this production.

By means of new inventions, which have just been put into practical use, the terrific explosion and destruction of the famous mountain are reproduced with all the attendant terrifying effects. To all appearances real fire belches forth from the interior of the earth, and clouds of smoke obscure the sky, whence falls a terrific rain of ashes and rock.

DREAMLAND



THE SANTOS DUMONT AIRSHIP No. 9, the famous aerial craft with which M. Alberto Santos Dumont, the noted Brazilian scientist, sailed out to Longchamps, Paris, and performed maneuvers before the President of the Republic and representatives of the War Department. In this craft Santos Dumont achieved feats heretofore impossible with the larger craft which he constructed. The ship has just arrived from Paris and will be flown under the direction of the Aero Club of America during the coming summer. It is intended to make a series of flights to demonstrate the ability of this craft to navigate the air.

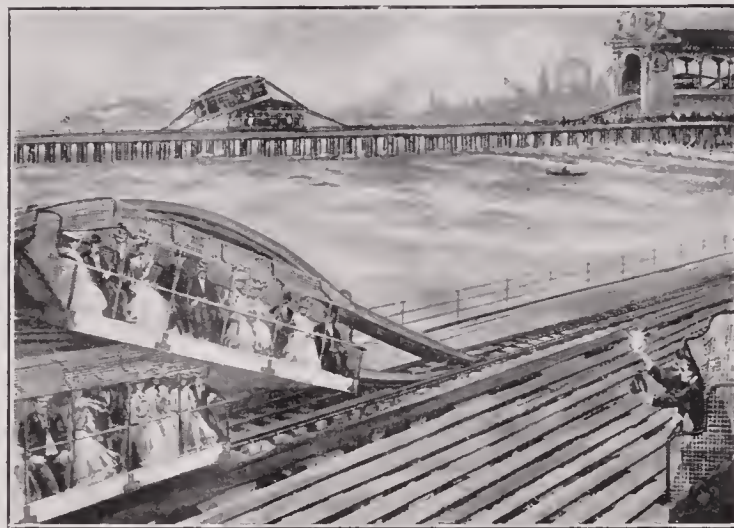
Santos Dumont No. 9 is the smallest of the series of airships constructed by the intrepid navigator of the air. Speaking generally, it consists of two parts : a cigar shaped balloon or envelope 60 feet long of oilskin from which is suspended a framework 35 feet long. The ship is constructed generally along the lines of an ocean-going vessel. A three-horse-power gasoline motor operates a two-blade propeller, with the entire mechanism being directed by the operator, who stands forward. The ship is turned from side to side by means of a rudder of silk and is directed upward or downward by means of sliding ballast together with the operation of the propeller. The No. 9 is known as an "aerial runabout" because of its being small in comparison with the other craft which M. Santos Dumont constructed.

DREAMLAND

THE LEAP FROG RAILWAY

THIS railway system of transportation has been evolved only after years of thought and experiments and was carried on with one object in view, namely to reduce the mortality rate due to collisions on railways.

Mr. Philip K. Stern, M. E., the inventor of the system, very early realized that to prevent collisions was an absolute impossibility, but to minimize the serious consequences of such disasters must be his objective, and he has succeeded in doing that which Mark Twain once said "that Yankee ingenuity had not yet accomplished, and that is, the successful passing of two carloads of passengers upon a single line of tracks." The cars in operation at Dreamland Park have a capacity of 32 persons each. They will start from opposite



points, coming with full speed on the same track, dash into one another and 32 people are literally hurled over the heads of 32 others, the passengers in breathless excitement momentarily anticipating disaster, realizing that their lives are in jeopardy, clinging to one another for safety, closing their eyes to the impending danger, they are suddenly awakened to a realization of the fact that they have actually collided with another car and yet they find themselves safe and sound and are proceeding in the same direction upon which they started. This is a paradox in the light of present knowledge of railway transportation, yet true nevertheless.

DREAMLAND

FRANK C. BOSTOCK'S ANIMAL SHOW

TO Bostock's great animal arena must be given a leading place among DREAMLAND's many attractions. The name, Frank C. Bostock, is now a household word, not only throughout the length and breadth of the United States, but over the seas in Great Britain and the Continent. His recent success in Paris has far surpassed the achievement of all OTHER American and British entrepreneurs who have invaded the Continent. His palatial hippodrome in Paris, which was built at the time of the Paris Exposition, cost \$1,750,000.00.

The cordial welcome extended to the various performers at the night of opening in DREAMLAND clearly shows that Mr. Bostock's season in the SEA BEACH PALACE last summer has remained a pleasant memory.

The exhibition has many notable additional features, but retains all those that made it popular with countless Coney Island visitors LAST SEASON.

The vast number of every specie of wild animal shown under the Bostock roof provide never-ceasing interest to lovers of animals, young and old alike, while the performance in the great steel arena by intrepid trainers presents a great lesson in the power of human will over that of BRUTE beast.

Chief among the performers is CAPTAIN BONAVIDA with his group twenty-seven KINGS OF THE FOREST.

MADAME MORRELLI with a group of SEVEN of the most treacherous specimens of the brute creation—LEOPARDS.

HERMAN WEEDON with his motley group of LIONS, TIGERS, POLAR BEARS, HYENAS, LEOPARDS and DOGS.

CHARLES MILLER with his superb double-striped BENGAL TIGER creates a sensation.

Mlle. AURORA with her group of POLAR BEARS form a most pleasing feature of the show.

LABELLE SILICA, ALGERIAN Dancer, Lion Trainer, etc.

Mlle. DORINE, LEOPARDS.

Mlle. ORA CECIL, LEOPARDS.

CLYDE POWERS, Performing Elephants.

SIGNOR ORANDO, Jaguars and Pumas.

DELEVANTI, Lions and Boar Hounds.

DREAMLAND



THE BOSTOCK BUILDING





FRANK C. BOSTOCK

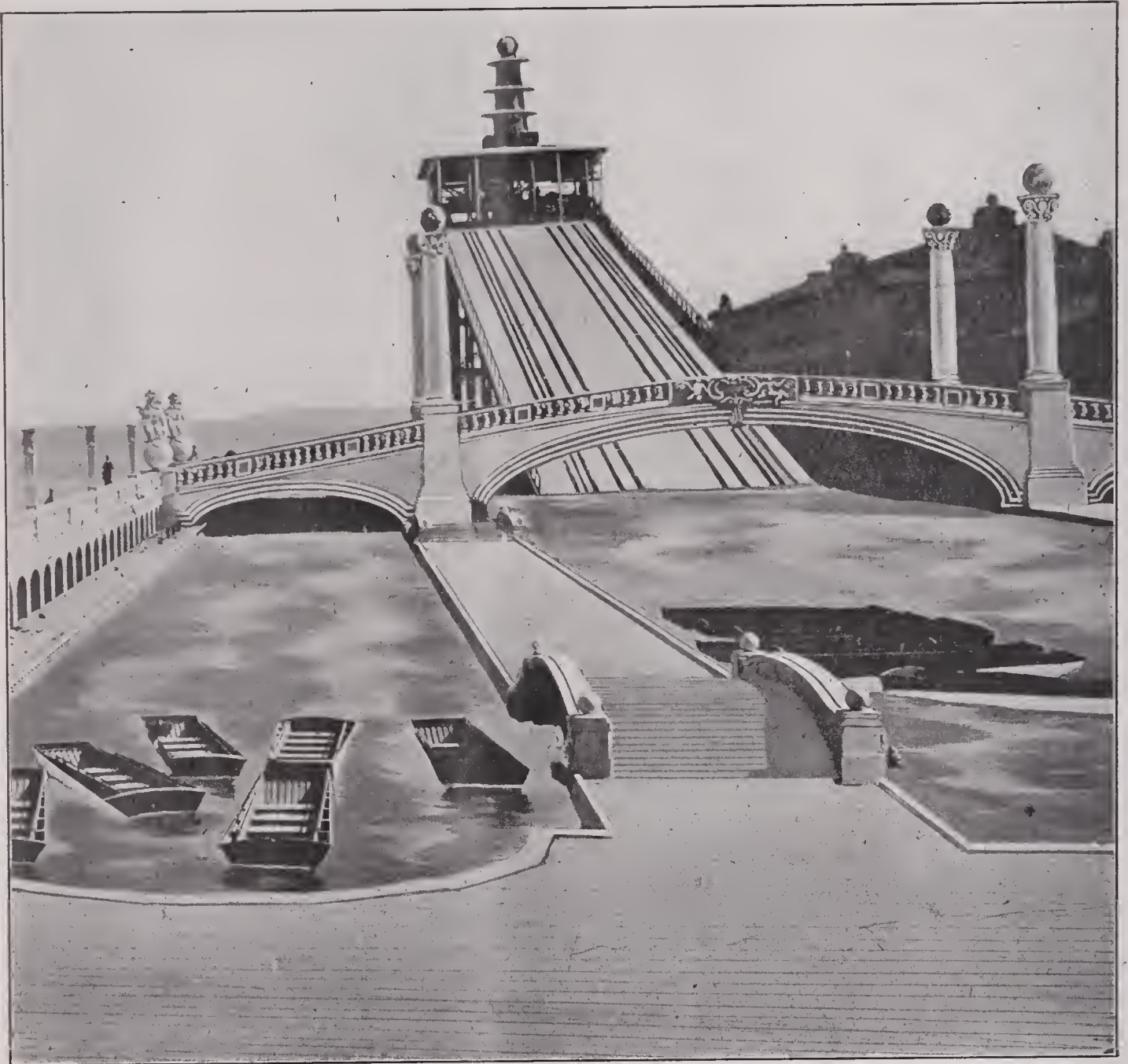


CAPTAIN BONAVIDA



MADAME MORRELLI

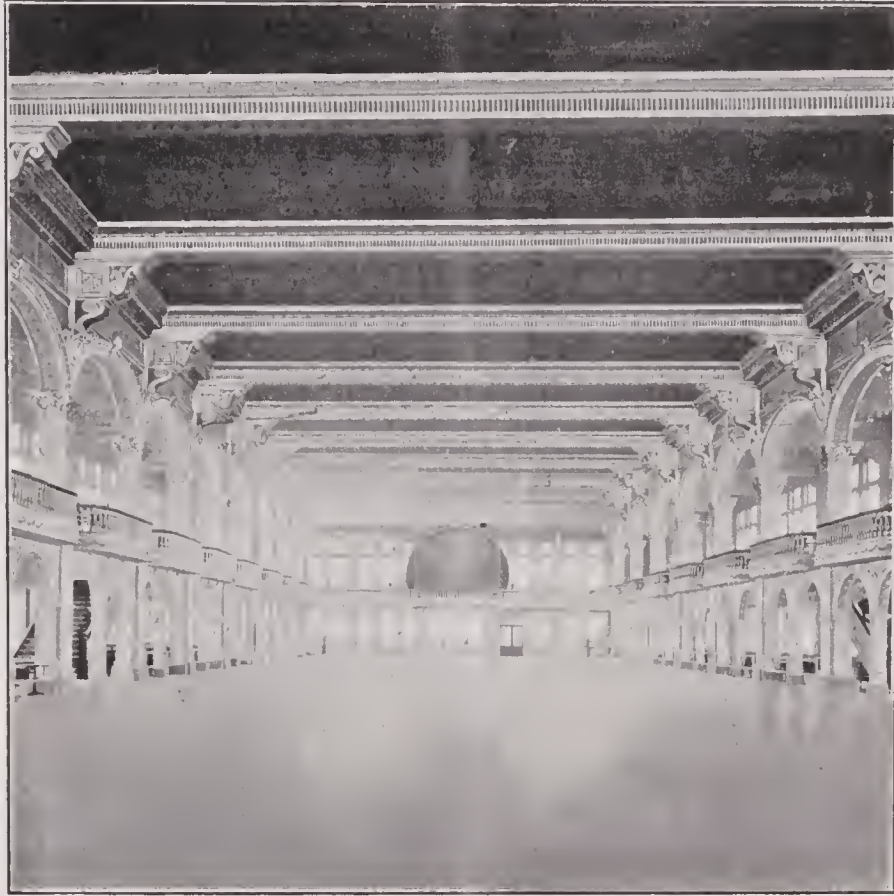
DREAMLAND



SHOOT THE CHUTES

THE largest ever built, where two boats will descend side by side, and a moving staircase, to take people to the top of the Chutes, which will accommodate 7,000 people an hour.

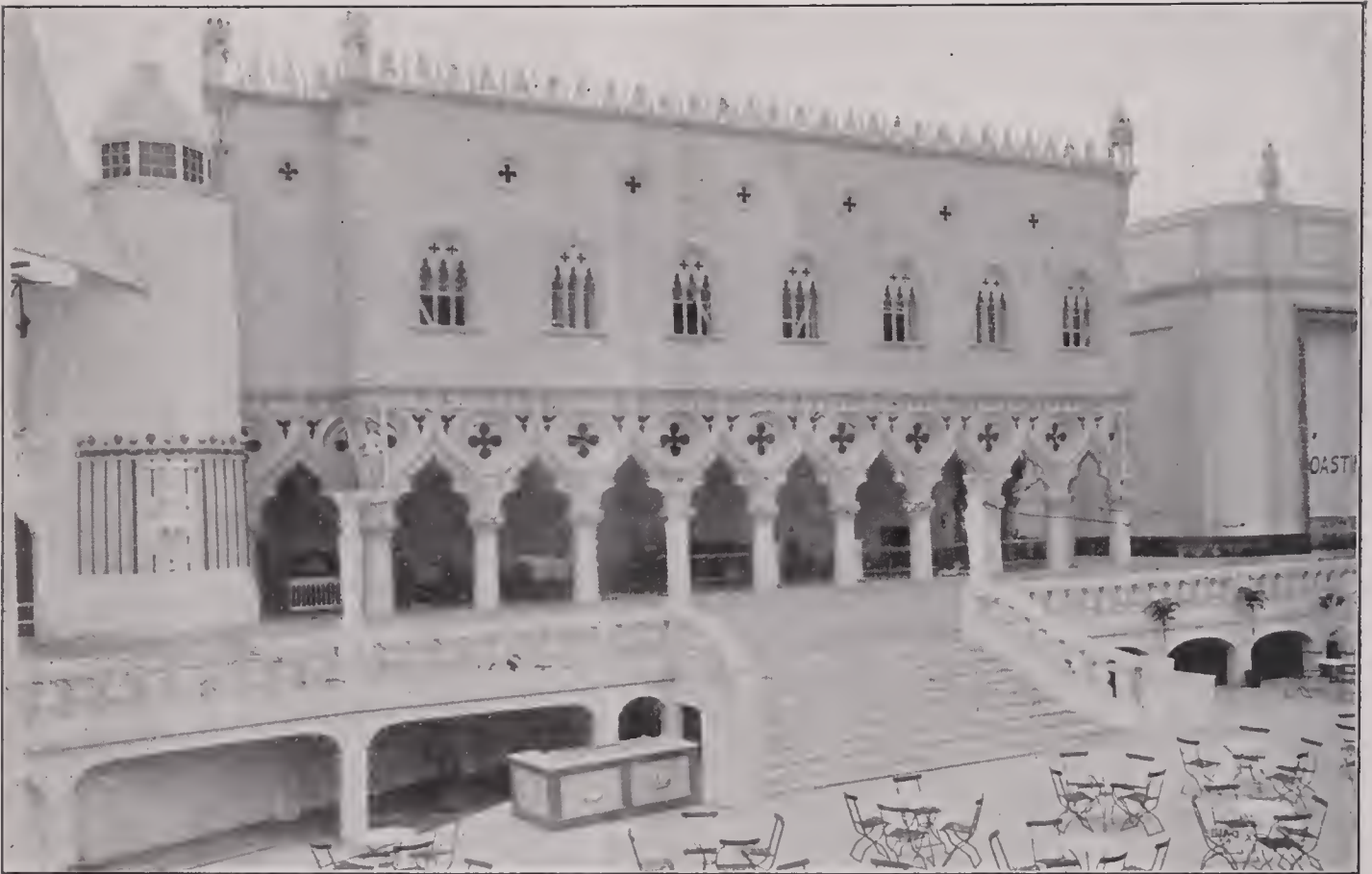
DREAMLAND



THE BALL ROOM

THE magnificent Ball Room in the Renaissance style is the largest in the world, and has 25,000 square feet for dancing. It is over the ocean, on the immense Iron Pier. It is lighted by 10,000 electric lights. Back of it is the large restaurant, complete in every respect.

DREAMLAND



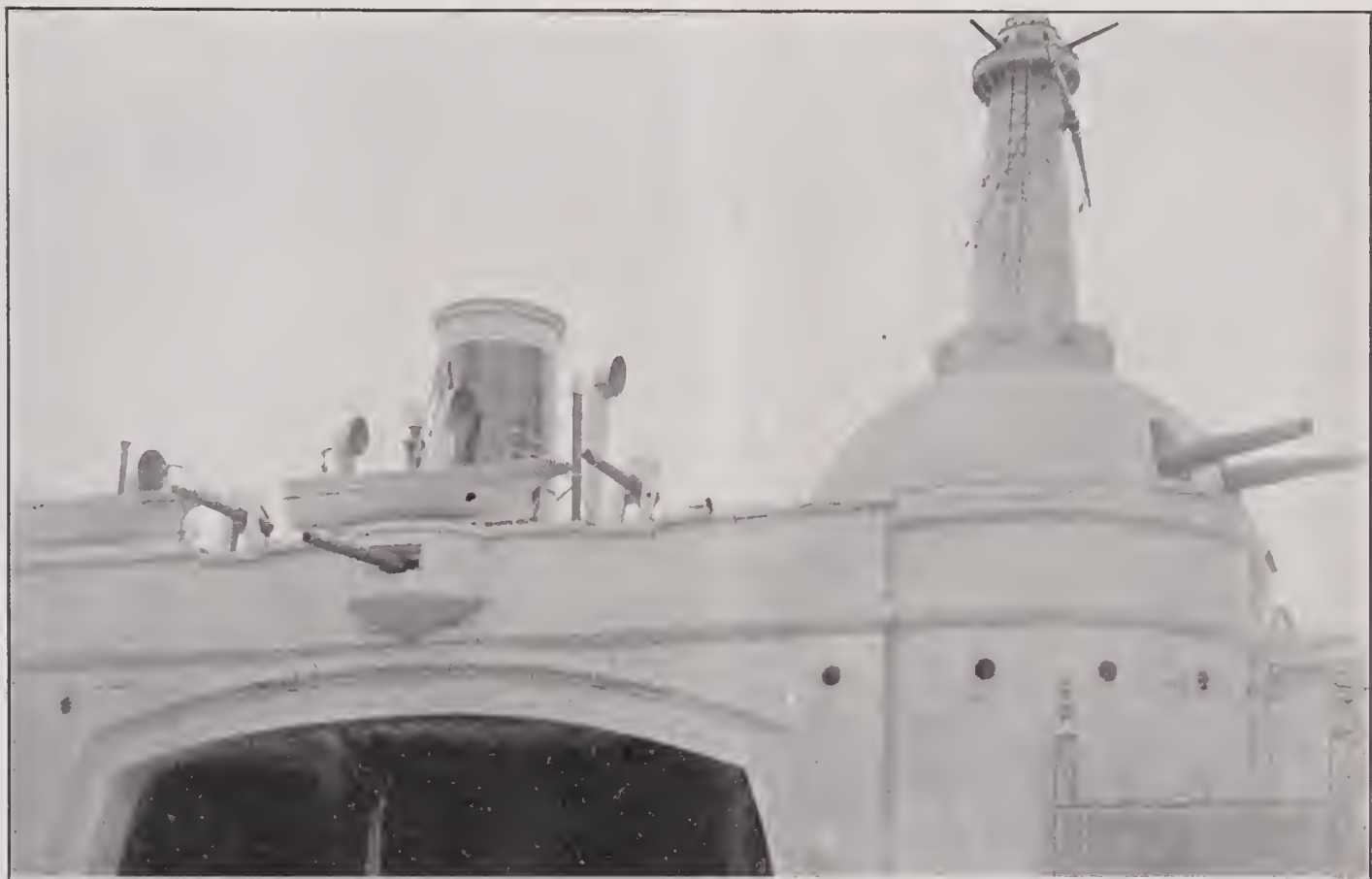
CANALS OF VENICE

PERHAPS the most beautiful feature of all Dreamland from a scenic and lighting standpoint is that which is designated as "The Canals of Venice." This picturesque city of the Old World is reproduced with great care for detail and remarkable arrangement. A ride through the Canal in real gondolas, with the soft moonlight typical of the famous city of "Water Streets," is afforded under the most striking circumstances. All the most famous building structures of Venice are here reproduced.

All along the line of progress are seen the natives of the city engaged in their various occupations, coming and going just as the traveler would find them in the real city.

The building in which this presentment is made is an exact reproduction in its architectural design and color scheme of the famous Doge's Palace, great care having been taken to reproduce all the most attractive features. In the reproduction of the views 54,000 square feet of canvas is employed. One of the features is the Grand Canal, which is reproduced with faithful regard for detail. In the lighting of this great city lamps of an aggregate of no less than 24,000 candle power are used, the moonlight effect being accomplished by a newly invented electrical device.

DREAMLAND

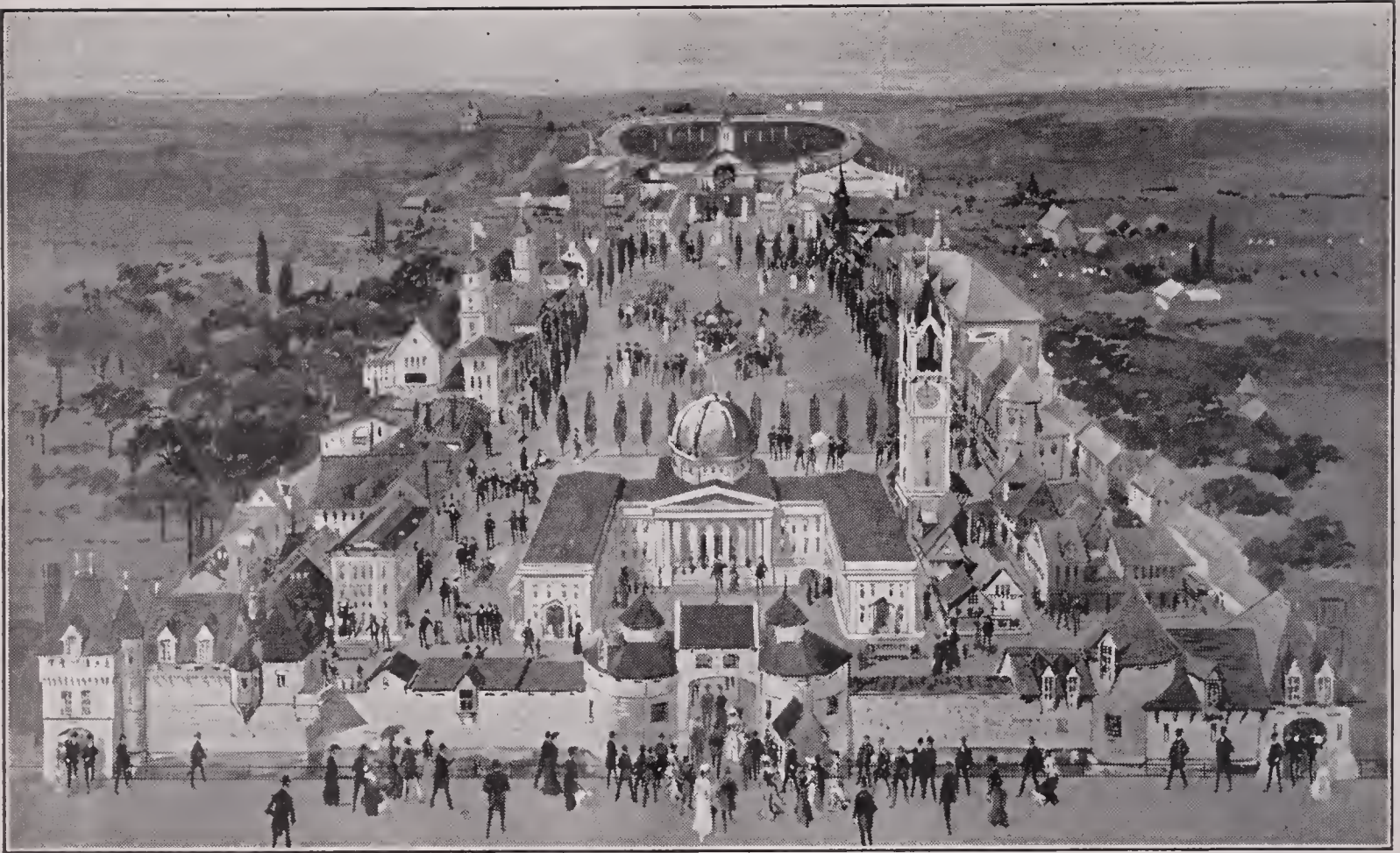


SUBMARINE BOAT

IN the war between the Japanese and the Russians, perhaps the most effective agent has been the Submarine Boat. The millions who visit Dreamland will doubtless find the Submarine Boat there reproduced one of the most interesting exhibits. The public will be permitted not only to inspect the boat but actually to board her and sink beneath the waters of the Atlantic and take a voyage on her. After sinking down to the bed of the ocean, the passengers will be permitted a view from below. Fish, sharks and other inhabitants of the deep can be seen through the port holes as the ship moves along underneath the surface. One of the most interesting exhibits in this connection will be that illustrating the discharge of the torpedo from the submarine. The new device by which members of the crew escape by means of this torpedo each being shot in turn from the craft in case of accident, will be shown.

This Submarine Boat is the invention of Mr. E. C. Boyce.

DREAMLAND



LILIPUTIA, THE MIDGET CITY

LILIPUTIA is the latest and best conception of a species of amusement enterprise which is an outgrowth of the interstate and international expositions which have of late years rapidly succeeded each other in the United States.

Liliputia, or the Midget City, is designed to exhibit buildings proportioned to a race of Midgets, and every material thing within the city is to be proportionately small. Performers in various amusements in Liliputia will be genuine midgets, as will many others engaged in various capacities.

Liliputia is conceded by exposition experts and showmen generally to be the strongest original idea for an amusement enterprise that has been offered to the public in recent years.

The name, Liliputia, originated in the book familiar to the children of the civilized world, entitled "Gulliver's Travels," written by Dean Swift, the famous English satirist who lived and wrote several generations ago. Swift's "Gulliver" was a traveller whose tales have never ceased to interest the old as well as the young. "Gulliver" visited the "Brobdingnagians," a race of giants, and the Liliputians, a race of midgets. Everybody read Swift's book, and from his day until now the popular name for very small but perfectly formed adult men and women is "Liliputians."

Liliputia, a city of three hundred inhabitants, is architecturally and, throughout, artistically attractive, and its structures—residential, commercial and public—are so cunningly designed and constructed that they appear smaller than in reality they are.

Among the features of Liliputia are a theatre, a permanent circus, band of music, a miniature fire-engine house, crew and equipment, and surf bathing. The amusements for the children who visit Liliputia include saddle ponies, small cabs and carriages and miniature automobiles. A whimsical contrast to the many inhabitants of small stature of Liliputia are the tall guides, and the big giant who impersonates Gulliver. Guard Mount and Dress Parade by a midget military garrison are daily events of frequent repetition. The miniature midget city fire department, responding to a false alarm, will fascinate children as they have never before been, and entertain visitors of all ages.

DREAMLAND

LILIPUTIANS



AT THE



MIDGET



CITY



DREAMLAND



WORMWOOD'S MONKEY 'THEATRE

The Greatest Aggregation of Educated Animals
on Earth. Playing a Three-Act Drama entitled

"THE PARDON CAME TOO LATE."

125 Actors in Cast.

Monkeys, Dogs, Cats, Bears, Leamers, Anteaters and
Chickens. All doing specialties.

This Mirth Provoking and Fascinating Perform-
ance Represents the Lifework of the Most Success-
ful Animal Educator on Earth—PROF. WORMWOOD.

By the exercise of Unerring Judgment, with Exemplary
Patience, Unvarying Kindness and Unequalled Ingenuity, he is
able to Produce the Greatest Troupe of Educated Monkeys and
Animals the world has ever witnessed.



DREAMLAND



BARON MAGEE. MRS. GEN. TOM THUMB. COUNT MAGEE.

Liliputians in the Midget City

LUNA PARK

GREATER NEW YORK'S GREATER WORLD'S FAIR

THE LUNA PARK of 1904 will be even more of a revelation in the way of an entertainment resort than was the Luna Park of 1903, which in one short, triumph season established itself as the most complete, satisfying and perfectly managed place of the kind in the country, and became known from Montreal to New Orleans, and from Maine to California. Messrs. Thompson & Dundy have not only increased their plant by the addition of sixteen acres of ground, but have invested three-quarters of a million dollars for new buildings and new attractions. By the erection of an extremely ingenious and picturesque roof garden, that will be known as the Babylonian Hanging Gardens, the capacity of Luna Park has been increased seventy thousand, while at the same time these gardens will afford protection for an even greater number of people in case of rain; so that, rain or shine, the comfort and pleasure of the public has been arranged for.

Between the "Trip to the Moon" and "Twenty Thousand Leagues Under the Sea," both of which remain, there has been erected an enormous open-air theatre, with a proscenium opening of three hundred and fifty feet, where will be presented the sensational and thrilling spectacle, "Fire and Flames," in which a full city block will be burned to the ground. The auditorium will be roofed over and has been so designed that the public will be given the impression of being on the opposite side of the street from the raging conflagration that is going on in front of them. In this great fire-show a company of seventy experienced firefighters, under the command of Chief Henry W. McAdams, and over one thousand people will take part. The fire equipment consists of four steam engines, hook and ladder truck, an aerial truck, a water tower, hose carts, etc. The greater part of the extra sixteen acres will be given up to the reproduction of a street and market place in the ancient city of Delhi, India, where, besides the presence of three hundred natives that have been brought over to lend local color, will be given the famous "Durbar" procession, the most gorgeous Oriental pageant the world has ever seen. In this procession will march the elephants that Messrs. Thompson & Dundy have recently bought and which constitute the largest elephant herd in the world, together with forty camels and one hundred horses. Then there will be a three-ring aerial circus, over the lagoon at the foot of the Chute the Chutes, where the biggest and most sensational ring acts of Europe and America will be presented.

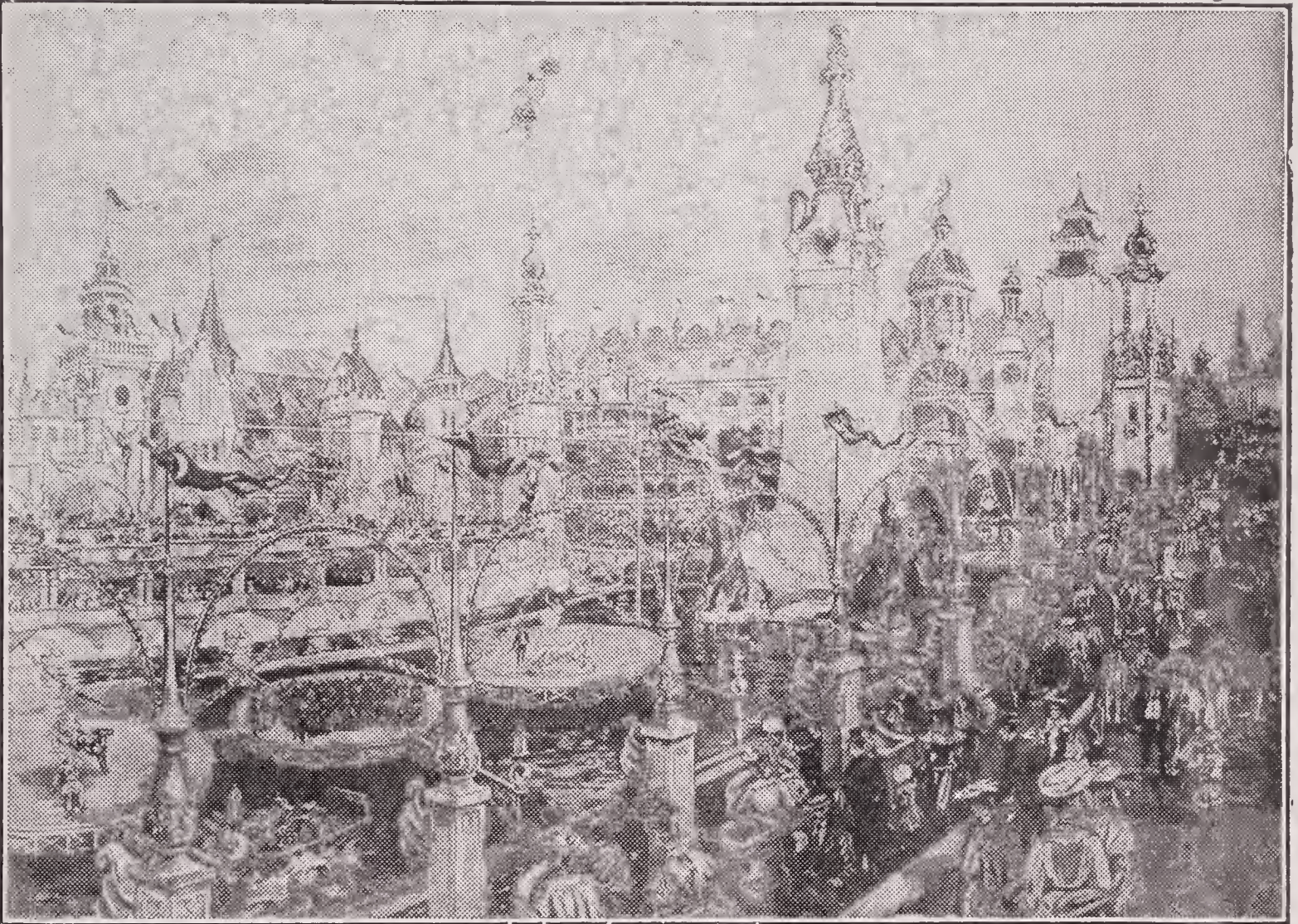
Where the animal arena was, last year, has been erected a naval spectatorium, "War is Hell," where real battleships will take part in actual fights. The historic conflict between the Monitor and the Merrimac at Hampton Roads will be reproduced, as will the blowing up of the Maine in the Harbor of Havana, and the fierce torpedo-boat attack on Port Arthur in the present Russo-Jap war.

The famous Circle Swing and Whirl the Whirl, two brand-new novelties, will be the great sensational thrillers for the current summer. Among other attractions will be the longest and most picturesque Scenic Railway in the world. An elephant farm with a pool where the plunging elephants will Chute the Chutes, the Old Mill, the Babbling Brook, the Fatal Wedding, a new illusion, Helter Skelter, Sea-on-Land, the Infant Incubators, the Japanese Tea Houses with Geisha girl attendants, the spacious dance hall, and a first-class modern, up-to-date restaurant will be other features.

LUNA PARK

THE Hippodromes and Circus Rings of Europe and the Tented Arenas of America part with their greatest acts and performers. The roaming elephant herds of Ceylon are minus the greatest of their monarchs, and India many of the native people famed as participants of the Great Durbar of Delhi, January 7th, 1903.

The Sultan of Morocco, owing to revolutionary and internal trouble in his principality, has for the first time in history parted with his special Troupe of Riffians, a band of wild Arabs from the far-off desert. The Mikado of Japan loses Sixteen of Tokio's Prettiest Geisha Girls who will at times be seen riding camels



from the domain of the Great White Czar. The Philippine Islands are short of the Greatest and most Popular Band of Native Musicians and many of the Favorite Actors of the Cafe Chantants.

The Hawaiian Islands lose Sixteen of their Most Talented Singers and Musicians; even the far-off shores of Labrador have sent Natives in their Furs and Quaint Trappings with their Dogs and Dog Sleds. In fact, the entire world pays tribute, and in its ensemble Luna Park combines the Strangest and Rarest and Most Talented Entertainers gathered from all the Universe.

LUNA PARK
LIST OF ATTRACTIONS

THE STREETS OF DELHI
FIRE AND FLAMES
TRIP TO THE MOON
TWENTY THOUSAND
LEAGUES UNDER THE SEA
SHOOT THE CHUTES
THE SCENIC RAILWAY
THE CIRCLE SWING
WHIRL THE WHIRL
THE INFANT INCUBATORS
SEA ON LAND
THE FATAL WEDDING
THE OLD MILL
THE MINIATURE RAILWAY
AND THE LAUGHING SHOW

THREE RING CIRCUS IN MID-AIR
WITH THE GRANDEST AGGREGATION OF ACTS IN THE HISTORY OF THE TENTED ARENA.

America and Europe's Wonderful Flying Return Act,

THE HERBERT TROUPE

THE STICKNEYS

Bareback, Somersault and High School Equestrians.

Special Engagement of

THE GREAT VINELLA AND HIS ELEVEN HORSES

SPESSARDY'S BEARS

European Novelty. First appearance in this country.

WILL HILL

High Wire Artist.

DRACULA

Aerial Contortionist.

ZOLAS

Globe and Spiral Tower.

KELTER

Swing and Bending Wire.

JOSIE ASHTON

Bareback Rider.

THE JENNETTS

Equilibrists.

FRANCOIS, DU CROW AND LORANZ

ZANZAS

Breakaway Ladder.

BONNER

The Educated Horse.

JAMES IRWIN

Head Balancer.

RAYNO'S 8 WONDERFUL BULL DOGS

BOTTOMLEY TROUPE

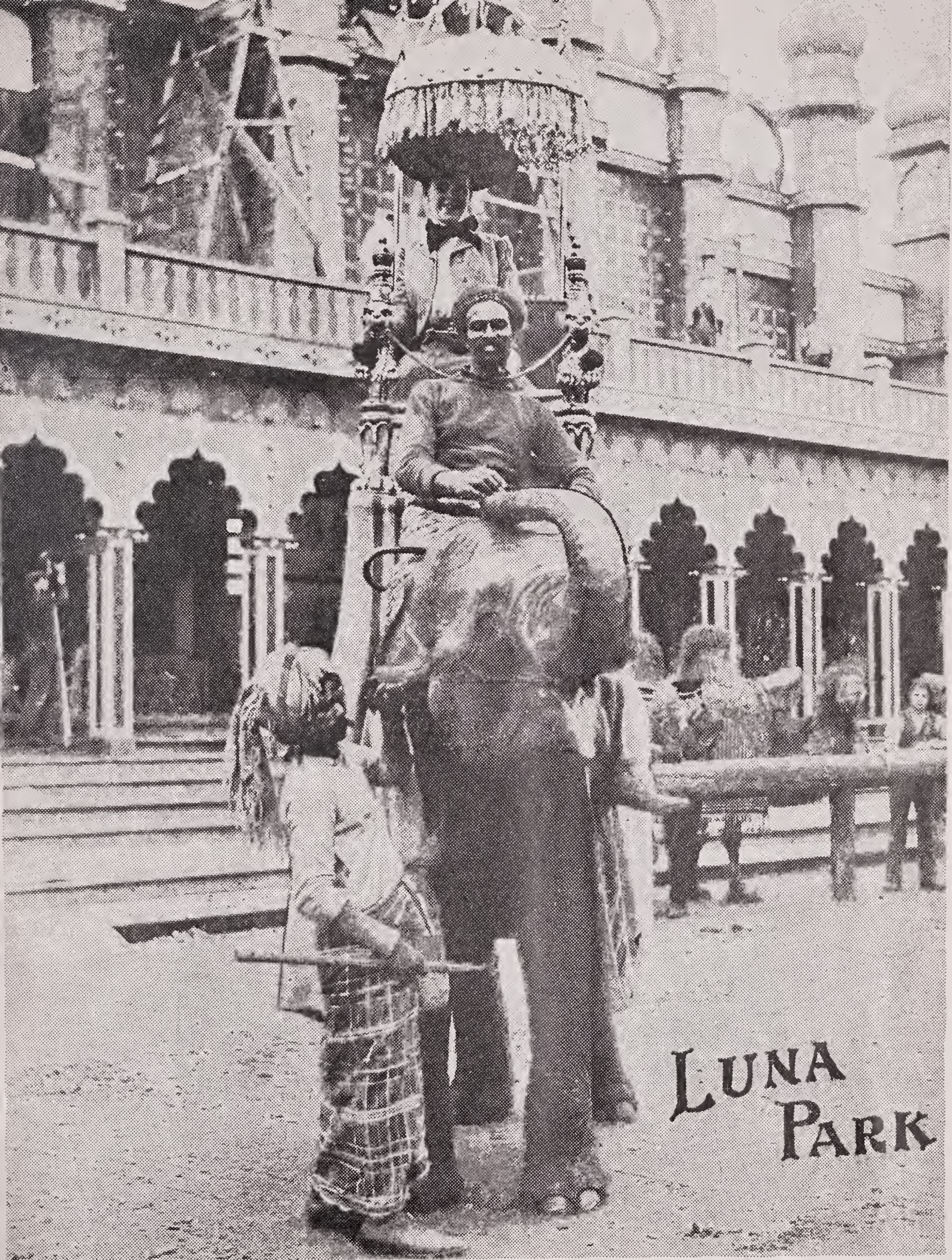
GATES AND NELSON

KENYON AND DE GARMO

ALBUXTUS AND MILLER

SANDOR TRIO

AND ONE HUNDRED OTHER ACTS



LUNA PARK

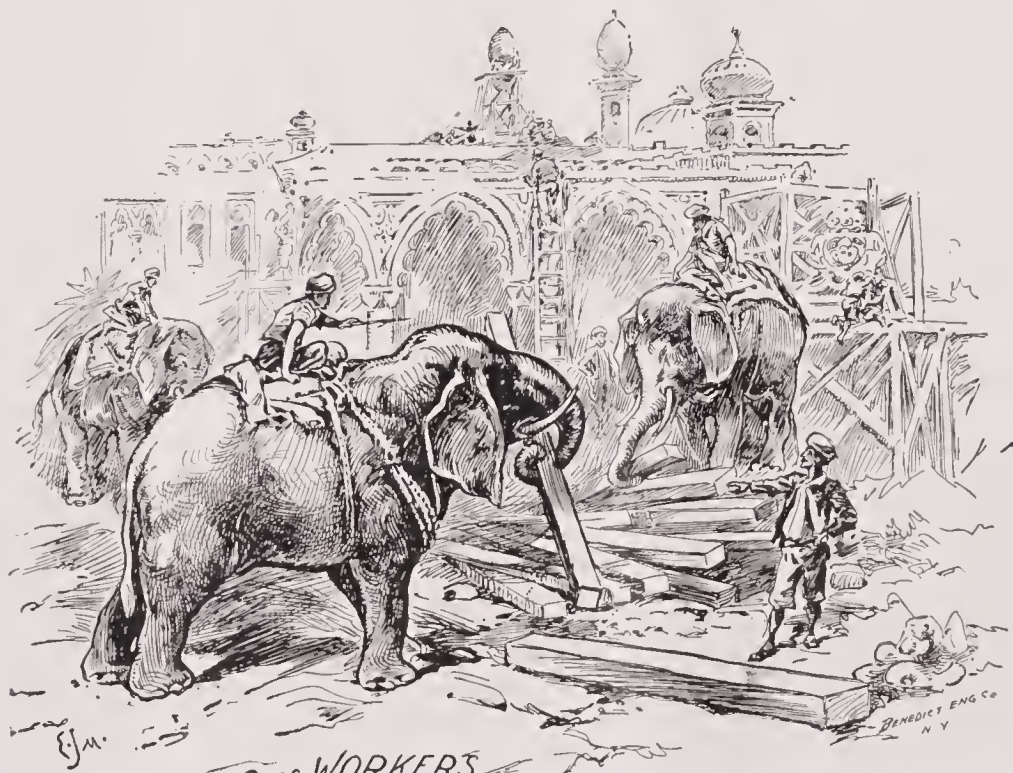


THE PLUNGING ELEPHANTS...!
LUNA PARK, N.Y.



Fire and Flames at the Firemen's Exhibition LUNA PARK, N.Y.

LUNA PARK



ELEPHANTS AS WORKERS
UTILIZING THE "DURBAR" ELEPHANTS
LUNA PARK.

STEEPLECHASE PARK

Tilyou's Steeplechase and Amusement Exposition

CONEY ISLAND is the show place of America. The traveler from abroad is as anxious to see it as he is to gaze upon Niagara; the Westerner from the prairie plains; the Southerner from the cotton fields; the Down Easter from the pine forests, all, when they visit New York, go to see Coney Island first and then ask to be shown some of the other sights. And they are right, for nowhere in the wide world is there more to see in a given time and within a given territory than at Coney, the people's favorite festival of fun and frolic.

Mr. George C. Tilyou has seen Coney Island grow from three houses to thousands, and its yearly tide of visitors from thousands to millions. He is one of the makers of Coney Island.

Beyond doubt the greatest of Mr. Tilyou's amusement enterprises is the Gravity Steeplechase Race Course. It combines the fun of the merry-go-round, the excitement of the chutes, and adds to the charm of both the zest of a genuine race, appealing to the sporting blood that flows in greater or less quantities in the blood of every man, woman and child. A ride on the horses is a healthful stimulant that stirs the heart and clears the brain. It straightens out wrinkles and irons out puckers; cares and worries are forgotten; the dashing pleasure of the moment is all in all.

The Steeplechase Race Course was developed from the familiar Carousal by William Cawdery of London, England, from whom, in 1897, Mr. Tilyou purchased all patent rights for the United States and Canada and soon devised great improvements, which were made use of when he, with Mr. Theodore W. Kramer, who was then associated with him, built the first plant on this side the water, at Coney Island, which was put in operation in 1897. It cost \$37,000, of which over \$20,000 was spent in experimenting. Since the day it was opened it has been constantly added to and improved, until at the opening of the season it represents an outlay of over \$115,000. Mr. Tilyou, who is the inventor of all the amusement novelties in his big plant, acted as his own engineer, and Sylvester P. Murphy was the builder, while Mr. John Kline introduced the scenic effects. In its construction 96 tons of iron and steel and 300,000 feet of lumber were used.

The sport has been very successful in Europe as well as in the leading cities of America, but nowhere in the world is it conducted on so magnificent a scale as at Coney Island. There it attracts the very best class of patrons, as will be believed when it is stated that, with a patronage of a million a year, no policeman is employed, nor is one ever needed. It is open to the public from March to November, every day from 12 m. to 1 a. m.

On the grand promenade, which in itself is a sight worth seeing, are located some fifty of the most ingenious amusement attractions that mind of man ever conceived.

The Earthquake Floor, the Skating Floor, the Falling Statue, the Blow Hole, the Electric Fountain, the Razzle Dazzle, the Pneumatic Gun, the Third Degree Regions, the Electric Seat, the Hoodoo Room, the Human Cage, the California Bats, Puzzle Hall, the Revolving Seat, the Eccentric Fountain, the Art Room, the Maze, etc. The very names pique curiosity, and the realization is in every instance more than anticipation dreamed.

The Dancing Floor requires no preliminary attendance at dancing school to enable one to make a good showing. Get on the floor with your partner—and the floor will do the rest.

The Uoylitscope will enable you to travel fast and far without moving an inch.

The Funny Stairway, one of the greatest of great successes, has been patronized by more than two million visitors to Coney and has caused laughter enough to cure all the dyspepsia in the world. The Ladder of Fame is not in it with the Funny Stairway.

Everybody has heard about love in a cottage, but Mr. Tilyou has something that beats it by a mile, and he calls it The Barrel of Love. What brand of love it is and why it is contained in a barrel are mysteries which it well pays the visitor to solve.

And then the Aerial Slide. The expression on the pretty girl's face in the picture tells the whole story about that. It is worth a trip to New York and to Coney just to see a girl so tickled as that.

The entrance fee to the Steeplechase and its attendant half hundred attractions is 10 cents. A 25-cent combination ticket is issued entitling the holder to rides and admission to all the amusements on Coney Island controlled by George C. Tilyou.



Grand Entrance, Surf Avenue



The Barrel of Love

STEEPLECHASE PARK

1 FRENCH VOYAGE

2 HOUSE UPSIDE DOWN

3 BALL ROOM

4 SATIN THEATRE

5 CABARET DE LA MORT

6 SEA SERPENT

7 ADMISSION TO OCEAN PIER

8 DEW DROP

9 DANTE'S INFERNO

10 CAVE OF THE WINDS

11 HOUSE OF TOO MUCH TROUBLE

12 ADMISSION TO SWIMMING POOL

13 RAZZLE DAZZLE

14 LAUGHING GALLERY

15 ST. LOUIS EXPOSITION

16 GIANT SEE-SAW

WILL furnish admission and the sixteen attractions above stated for 25c. per ticket; besides the use of a special Ball Room and Band. The said Ball Room is the finest in America.

In addition to the above attractions there are some fifty free attractions in this Park.

The Park has a magnificent beach 700 feet in length, and the best bathing facilities on the Atlantic Coast.

Steeplechase Park covers 7,000,000 feet of Coney Island's garden spot.

A special feature is the Rhode Island Clam Bake which is served at the Steeplechase Hotel within the Park.

The Park has Lunch Counters with a capacity for serving 2000 people at one sitting.

This season they put before the public a new Swimming Pool under cover where bathing will be carried on until 12 o'clock at night, including Band Concerts. This is an entirely new feature and will be the finest in the United States with the exception of the Great Sutro Baths at San Francisco, Cal.



THE WATER JUMP



THE EARTHQUAKE FLOOR

THE GREAT COAL MINE



THE GREAT COAL MINE is an exact reproduction of what is said to be the most famous mine in the anthracite coal regions of Pennsylvania. It is a faithful representation of shaft house, shafts, slopes, swiftly moving cars, mule trains, with live mules drawing the loaded cars, through the inner recesses, and with miners, with pick and drill, hard at work removing the product so necessary to our comfort and industrial progress. With great ingenuity is the whole constructed : and so effective is the illusion that it is hard for those who glide in the cars through the long winding ways not to believe that they are not in a real, but an imitation mine.

Far and away the busiest mine in the country is the “deep rift” shaft down within the sound of old Atlantic’s roaring waves. All day long and into—far into—the night—yes, and until the small hours of the morning, throngs of the curious, and the seekers after pleasure and excitement are moving in and out. They like their experience—a fact to which their smiling countenances and words of approval on their return to the surface of Old Mother Earth bear witness. They ride, and ride again, and send their friends.

THE OLD MILL



OF all the varied amusements at Coney Island none are so attractive as the "Old Mill" on Surf Avenue. This decidedly unique and pleasing novelty has captivated the hearts of thousands of visitors.

"Down a tiny river running a serpentine course through caves and grottoes, with openings showing on either side beautiful scenes, the boat, loaded with passengers, drifts.

"At times you are gliding through a subterranean passage to embark on a seemingly wide river or lake, with lofty mountains in the far distance. Again, you are swallowed up by a dark and mysterious cavern, coming suddenly upon a charming marine view, in the foreground of which groups of mermaids are disporting in the tumbling breakers. Anon you drift past a cotton plantation, where a quartette of living darkies are thumbing their banjoes and singing the quaint old melodies of the South.

"At last you arrive within a few feet of the starting point, where you are informed by a uniformed attendant that you have traversed a distance of but one thousand feet, and this in the space of three minutes."

MOUNT PELEE

ONE of the newest and most striking bidders for popular favor at Coney Island is the new venture which realistically depicts the tragic scenes during the last days of St. Pierre, Martinique. It is known as Mont Pelee and will, by electric appliance, water and pictorial effect, show the great devastation wrought by the eruption of Pelee on May 12, 1902.

There is no one who does not remember the thrill of horror that ran through the entire civilized world when the news of this great disaster was received. There is not a single detail lacking, and it is only after an enormous outlay of cash that the public are enabled to have these wonderful scenes reproduced. You may recall the stories in the papers, but without a visit here you will never know how Mount Pelee really looked when it burst forth its death-dealing stream.

The immense auditorium is in itself a novelty. With a capacity for the comfortable seating of 1,100 persons, the safety of auditors is a great feature. In all there are eleven exits, one for each hundred persons, leading to the sidewalks on three sides of the building, and it is estimated that the building can be emptied of its audience in less than two minutes.

All the requirements of the theatre restrictions have been applied to the building, together with many others specially designed for the safety and comfort of the patrons.

The building, a reproduction of which appears herewith, is located at the corner of West Fifth Street and Surf Avenue, and is so situated as to be known as "the first amusement place on Coney Island." The proscenium opening is 84 x 25 feet and of a depth that will permit of ample room for the working of the scenic effects that go to make the reproduction.

The attraction was designed by Herbert A. Bradwell, who also has directed the builders and artisans in the erection of the building.

JOHNSTOWN FLOOD

JOHNSTOWN is a manufacturing city at the junction of the Conemaugh and Stonycreek rivers, at the foot of the western slope of the Allegheny Mountains. Fourteen miles up in the hills and at an elevation of 400 feet above the town, an earthen breastwork connected the covering spurs of two hills, and in the reservoir thus formed was stored an immense volume of water, being an average of sixty feet deep, half a mile wide and three miles long.

An unprecedented rainstorm on the night of May 30, 1889, caused the water to overflow, and next afternoon at three o'clock the whole breast of the dam suddenly collapsed, and the millions of tons of water thus released bounded down the valley.

Everything within touch was destroyed, and before Johnstown proper had been reached several small villages had been carried away, and at Conemaugh dozens of monster railroad engines and whole railroad trains, with their passengers and freight, were picked up and borne on the breast of the flood. As the water reached Woodvale, a suburb adjoining Johnstown borough, it was already laden with a harvest of death, but as it swept through the narrow valley at a height of over eighteen feet every vestige of the borough of Woodvale was wiped away. Then as the madly rushing torrent swept on into the heart of Johnstown, through miles of business and dwelling houses, the destruction was complete.

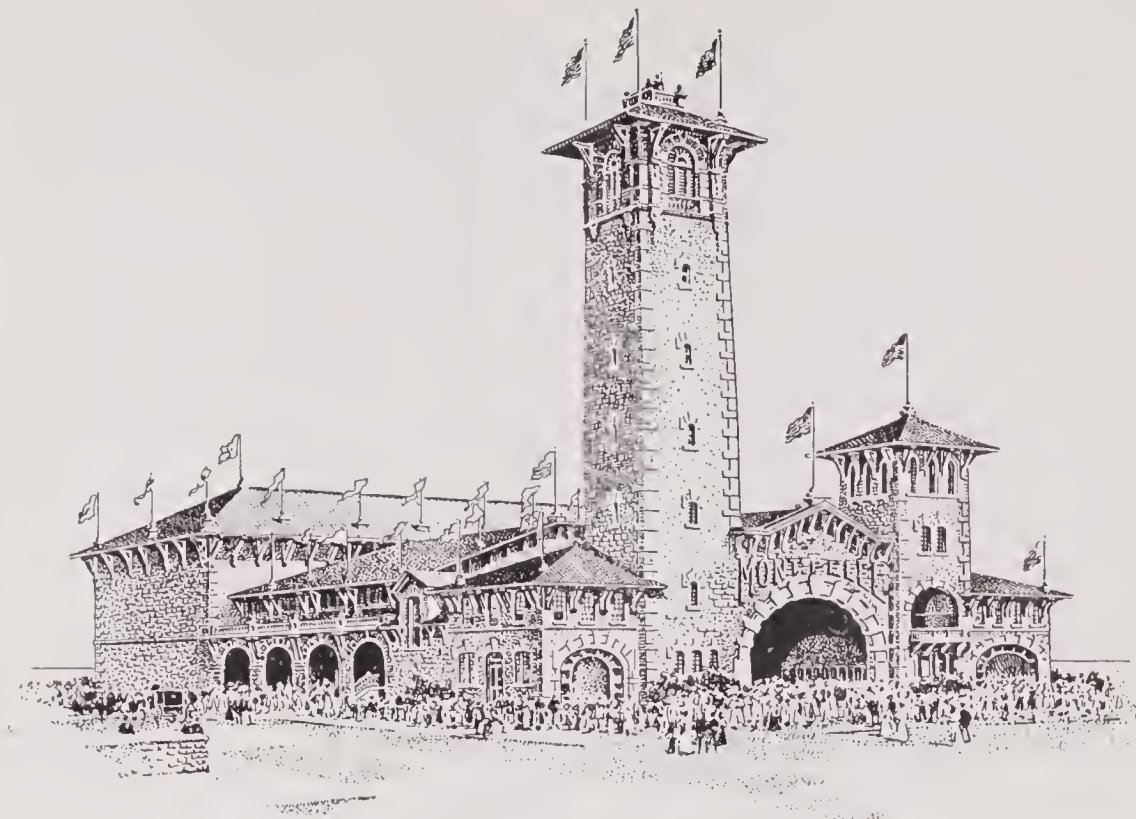
Words are powerless to express the horror of the situation as this town was crumbling away and the people by thousands were sinking to their doom. Many of those on the fearful waters believed it was the Judgment Day, and each of them felt it was the end of their own earthly career.

Hundreds of the most thrilling scenes were being enacted everywhere, and as night soon settled down, horror was added to the situation of the survivors by the wreckage taking fire, and on the other side of the imprisoned victims the Catholic church, being used as a temporary hospital, was burning, the glare from both fires creating a fear in those who had escaped drowning that they would be burned to death.

When daylight came a terrible picture was revealed. Where the morning before had stood a noble town filled with prosperous and happy people, now all was desolation and death. Wreckage filled the streets and was piled up higher than the former tops of the houses. And dead were everywhere. There were few cripples. Most had died in the struggle or escaped serious injury. And oh, the heartaches! Sometimes a husband or wife had been saved and all the others of the family were drowned. Many times, however, whole families were gone, and thus mercifully there was not such sore bereavement. In few instances did children survive. There were indeed few "flood orphans."

The Johnstown Flood appeals to all, young and old, and should be seen by every visitor to the Island.

MOUNT PELEE



JOHNSTOWN FLOOD





BRIGHTON BATHS

GALVESTON FLOOD



IN the confines of a stage two hundred feet square, the Gulf of Mexico and the apparently boundless ocean seem to stretch indefinitely away.

On the waters of the bay all kinds of craft pass in a never-ending procession: the ocean steamer, the diminutive tug sprinting ahead of it, and the sailboats with their wide expanse of canvas. Excursion boats are seen returning to the city, the sun sinking in its grandeur, myriads of lights appearing in the water fronts and in houses extending across the island—towering light-houses standing sentinels for the ships forging through the white-capped billows; stars twinkling in the firmament, and then the moon rising from the depths, trailing a path of silver upon the now calm waters; the midnight fires:—all form pictures that impress themselves indelibly upon the memory. During these changes trains run in and out of the depot along the wharfs and during the working day signs of great activity are everywhere.

After all this, what a scene of horror! Thunder, lightning, the fury of the wind until the maddened waters leap from the depths, rush wildly over the city, carrying death before it, leaving a scene of despair after it—all of which forms an exhibition entirely new in the annals of the European or American stage.

BE SHOT OUT OF A CANNON

RIDE ON THE CANNON COASTER

Imagine if you can the excitement, the wild thrill of delight that you will experience when you are shot from the cannon's mouth onto the slide beyond.

Will she throw her arms around your neck and yell? Well, I guess, yes.

DON'T MISS IT, THE NEWEST AND THE GREATEST COASTER IN THE WORLD

✧ LOCATED AT ✧

Henderson Walk and the Beach

GEORGE FRANCIS MYERS

✧ ✧ Inventor ✧ ✧

Pittsburg ✧ ✧ Penn.

Fare, 10c.

Children, 5c.

LOOP THE LOOP

The Greatest Sensation of the Age



The Safest and the Greatest Attraction

♢ ♢ **No Danger Whatever** ♢ ♢

**Your visit will not be complete until
you ride on W. S. Parks' ♢ ♢ ♢ ♢**

LOOP THE LOOP

AN ALL-THE-YEAR ATTRACTION IS THE SIEGEL COOPER STORE

Not a Summer enterprise merely, but one that millions visit all the year around. It is always interesting, always offering unusual opportunities to its patrons. No day of the week or month of the year passes without its splendid attractions in The Big Store.

80 complete stores under one roof and each store offering the season's choicest luxuries or necessities at prices that are unmistakably the lowest quoted in New York.

The Universe Contributes; The Siegel Cooper Store Distributes

We give the popular "S. & H." Green Trading Stamps.

You may, in exchange for a Voucher given by the Sperry & Hutchison Co. for a filled book of 990 Stamps, obtain in any department of the Siegel Cooper Store merchandise to the amount of \$3.50.

NO CONNECTION WITH ANY OTHER STORE

THE BIG STORE

A CITY IN ITSELF

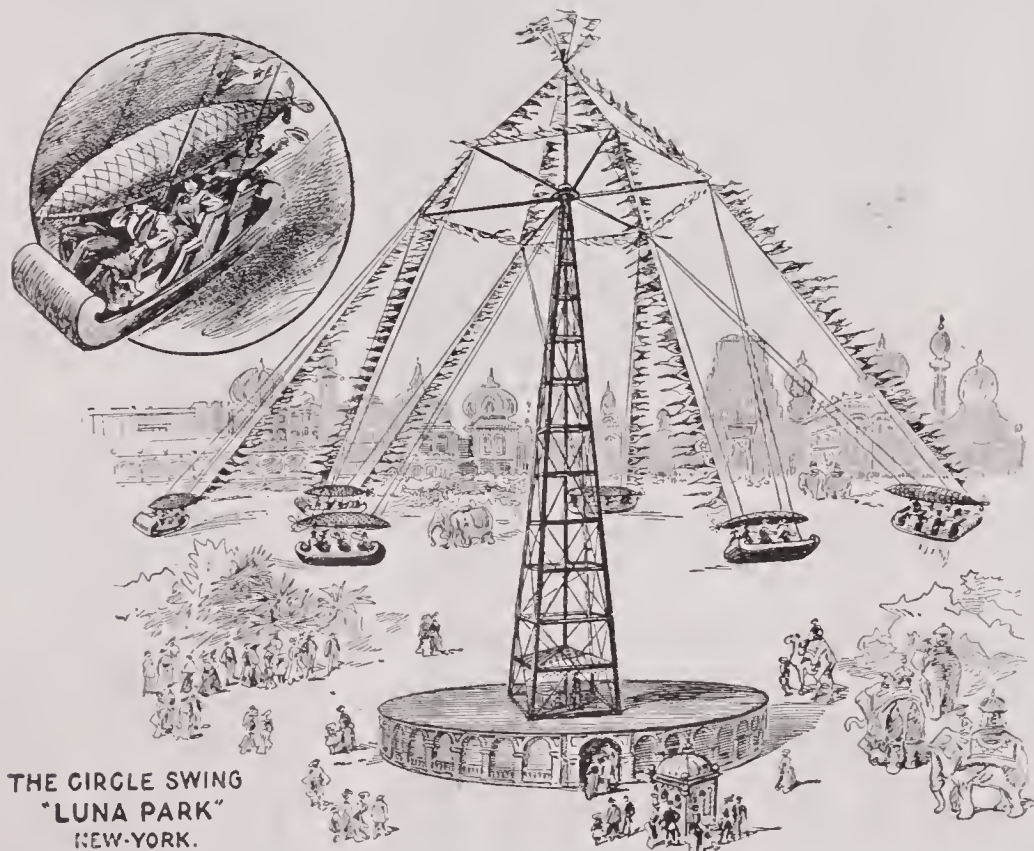
SIEGEL COOPER CO.

SIXTH AVE.

MEET ME AT THE FOUNTAIN

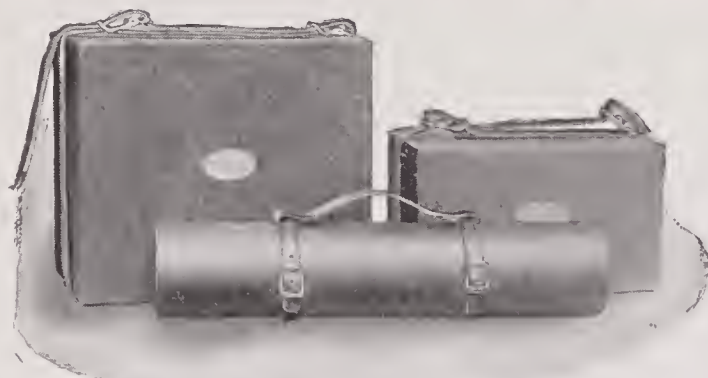
18TH & 19TH STS.

NEW YORK.



THE **BON-VEE-VON LUNCHEON BOX**

Looks Like a Camera. Is Built for the Comfort of the Inner Man



We offer three styles and sizes of the Bon-Vee-Von, to suit the taste of man, woman or child. Price, **\$2.00** each.

The large one, size 8 in. wide, 5 in. deep and 7 in. high, is suitable for the sportsman or the man whose absence is extended beyond a single meal. Will hold enough food and liquid for all day.

The smaller size Bon-Vee-Von is particularly adapted for "the noonday meal away from home." It appeals to teachers,

school children, travelers, mechanics, business and railroad men who are seeking comfort in the face of a necessity. **In the MUSIC ROLL EFFECT.** Appeals to women because of its neat, refined appearance and its compact form. We commend it to all who are averse to the crowded and noisy lunch rooms of our large cities.

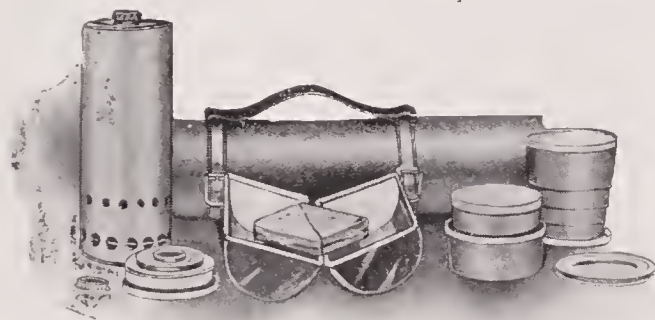
As the illustration shows, the cover and handle resemble a music roll. The interior consists of a half-pint flask with detachable alcohol lamp, a collapsible cup of aluminum with cover, and a cylindrical box for holding sandwiches.

All parts are removable, made of highly polished blocked tin. Cover and handle are made of imitation leather of pebbled morocco finish. **DESCRIPTION OF CAMERA BOXES.**



They have two or three trays (according to size) for food, a flask for liquid and a spirit lamp for heating. Slides confine the heat to any one or all sections. Asbestos shelves above the middle and bottom trays, sliding on metal supports, act as covers for the trays, and also shut off the heat if desired. An inch space between cover and box allows room for knife, fork, spoon and napkin. All parts are removable.

The best material and workmanship enter into the construction of the Bon-Vee-Von. The lamp is of brass, and other parts of non-corrosive blocked tin.



For further particulars, send for Circular to the

Union Lunch Box Co., 13-21 Park Row

Exhibit in **VARIED INDUSTRIES BUILDING**, World's Fair, St. Louis

CONEY ISLAND RESCUE HOME



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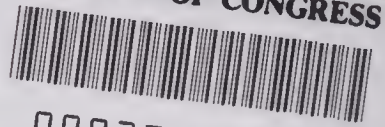
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